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The Indiana Teamster

"Serving the Indiana Teamster Movement"

Vol. IV

Indianapolis, Indiana, May, 1945

35,000 TEAMSTERS WANT REPRESENTATION



This picture, snapped at a banquet held in connection with the convention last September of the Indiana State Federation of Labor, shows Pat Hess where he has always belonged—in a central position among Indiana's most prominent labor leaders.

In the group, left to right, (top row) are Stephen Toth, president of the State Drivers' Council, who nominated Mr. Hess for election to second vice-presidency of the State Federation; Carl H. Mullen, president, I. S. F. of L.; John Acker, secretary-treasurer, I. S. F. of L.; M. J. Angel of Teamsters Local 215, Evansville, and Tom Taylor of Terre Haute, representing the A. F. of L. Bottom row—D. E. Mahoney, head of the big Teamsters Local 369 of Muncie; O. B. Chambers, who directs the Teamsters of Kokomo, Peru, Wabash, etc., as head of Local 759; Mr. Hess, Hugh J. Gormley of the A. F. of L. in Indiana, and Fred Shotts, prominent Lake county labor and Republican leader, who has recently been named on the State Transportation Commission by Governor Ralph F. Gates.

Urge Election of Pat Hess as 2nd Vice-President of State Federation of Labor

A certain percentage of the monthly dues paid by members of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers in this state goes by per capita tax on member locals to the Indiana State Federation of Labor.

Yet the Teamsters today have no voice in shaping the policies of the Federation, for the simple reason that the Teamsters have no member on the Federation's Executive Board.

This is taxation without representation, which was one of the causes of the Revolutionary War. Hoosier Teamsters don't have in mind starting another Revolution. They do, however, believe that a brotherhood of 35,000 members in Indiana, constituting as they do the strongest union in the state, should be represented on the executive board of the State Federation of Labor. Therefore, they are hopeful that the other unions over the state will help them get that representation by voting to elect Alton P. "Pat" Hess Second Vice-President in the coming election.

Voting, by ballots, mailed to headquarters of the Federation, 701 Peoples Bank Bldg., Indianapolis, will take place June 1 to July 1.

That Hess is the unanimous

choice of Teamster locals was indicated by delegates to the meeting March 16 of the State Drivers' Council, when he was endorsed for nomination by President Stephen Toth.

And of Other Unions

He is the choice of a lot of other unions also, including some of the biggest ones around Fort Wayne, which is Pat Hess's home territory. It is in Fort Wayne—as if you didn't know—that Hess heads Teamster Local 414, which he organized back in 1932. And it is from the Fort Wayne district that Pat Hess has appeared as a delegate to every state convention of the Indiana State Federation for 25 years.

Hoosier Teamsters wanted Pat Hess as president of their State Drivers' Council enough to elect him to that office six times running. They now want him elected to the executive Board of the State Federation. For they like Pat Hess, and, besides, they feel that a brotherhood as big as the Teamsters of Indiana is entitled to representation on the State Federation. Other unions are represented in the Federation. Why can't the Teamsters be?

Carl Mullen Re-elected

A statement from the State Federation says:

"Labor in Indiana has unan-

(Continued on page 2)

KRUG WANTS WORKERS TO TAKE VACATIONS

WASHINGTON, D. C.—Uncle Sam wants war workers to take at least a week's vacation this year. So declared Chairman A. J. Krug of the War Production Board.

He urged unions and management to work out vacation schedules now on a stagger system throughout the year.

Retroactive Pay Raises For Local 188 Members

Good news comes from the War Labor Board for members of Teamsters Local 188 employed by the Indiana Condensed Milk Co. and the General Baking Co., giving them pay raises, retroactive back to last June.

Already the two companies have started paying off, and some of the checks are honeys. One of the bakery checks seen by the editor was for around \$400.

The raise assessed against the General Bakery Co. was given to 20 commission drivers in the wholesale division, and is considered a very unusual decision for the WLB. Lynville G. Miles, counsel for the union, who worked with President C. E. Davis through all the negotiations, says that the WLB has been reluctant to grant commission raises.

In this instance the commission rate was raised from eight

per cent, originally paid, to ten per cent. This will amount to about 25 per cent increase for the drivers, Miles said.

Approximately 125 men and women workers in the Indiana Condensed Milk plant at Sheridan received hourly pay increases. This is considerable in view of the fact that most of them are working 70 hours a week or longer, with overtime after 40 hours.

Salaried employees of the Sheridan Company received ten per cent increase in their pay.

MADDEN SPONSORS EMPLOYMENT BILL

WASHINGTON, D. C.—Congressman R. J. Madden of Indiana is one of the group of more than 50 representatives who have signed their names as joint sponsors with Representative Wright Patman of Texas of House Bill 2202, the House version of the Murray-Kilgore full employment bill.

The bill would establish a national policy and program for assuring full employment throughout the United States, through concerted efforts of industry, agriculture, labor, state and local governments and the Federal Government.

Since the bill was introduced in the Senate it has been greatly improved as the result of constant study by experts of the Treasury Department, the Federal Reserve Board and other Federal agencies.

The bill requires the President at the beginning of each year, to "budget" the job situation. If he finds there is danger of unemployment, he is directed to take steps to head it off by launching public works. The thought back of the measure is that the situation shall be dealt with before it gets out of hand, instead of permitting it to drift into a depression.

(Continued on page 3)

LOCAL 135 SENDS CARTAGE CASE TO WAR LABOR BOARD

Having failed in several meetings to reach an agreement in behalf of 900 city cartage men in Indianapolis, Teamsters Local 135 has sent the case to the Disputes Board of the WLB Trucking Commission in Washington, according to Emmett J. Williams, Secretary-Treasurer.

The agreement under which the city cartage men are still working expired May 1.

Park, Flood Control Projects Promise Work for Teamsters

INDIANAPOLIS.—Two groups of public projects which would give employment to several hundred teamsters in Indiana are being considered here for the immediate postwar period.

The two groups are: (1) Ten new state parks and (2) sixteen flood protection projects.

The first of these are embraced in a program prepared by the Planning Committee of the State Conservation Department. The second plan was prepared by the Board of Engineers for Rivers and Harbors of the U. S. Army.

TEN STATE PARKS

The park plan was presented May 22 to Milton Matter, director of the Conservation Department by Richard E. Bishop, director of Planning Committee, as reported by Ben Cole in the Indianapolis Star.

Other members of the committee are Charles H. Bechert, head of the water resources division; Edson L. Nott, landscape architect; T. E. Shaw, state forester; H. F. Mosbaugh, director of fish and game and Charles A. DeTurk, director of state parks.

To bring the plan into realization, ten new parks would be added to the state system under a 25-year program. The new parks would be located in the Calumet region, the Upper Kankakee, the Lakes region, the Mississinewa region, the Lower Tippecanoe, the Capital region (Marion County), the Whitewater region, the Great Caverns region and the lower Wabash.

11 Major, 3 Minor Parks

Indiana now has 11 state parks of major classification and three minor parks.

(Continued on page 3)

SIXTEEN FLOOD PROJECTS

Favorable report on 21 flood protection projects, 16 of them in Indiana, has been made by Army engineers after study of the Wabash River basin.

The announcement was made May 22 in Columbus, O., where it also was announced that the Board of Engineers for Rivers and Harbors would come to Indiana from Washington for a hearing June 26 at Vincennes. This is perhaps the first time that the board has visited the area involved to conduct a hearing. Usually the procedure is conduct of field hearings in the district, then the division with a final hearing before the board in Washington.

28 Already Authorized

The protection projects given favorable report are in addition to 28 previously authorized by Congress for the Wabash River basin.

The Indiana projects include the following:

New Harmony local protection, Levee unit No. 17 between the White and Patoka rivers, Vincennes local protection, Mason J. Niblack

(Continued on page 3)

The Indiana Teamster



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No. 9

Seventh War Loan

The Seventh War Loan Drive started May 14 and will end June 30. The over-all corporate and individual quota is \$14,000,000,000. The labor movement of Indiana is again being called upon to do their part in financing the war. The American Federation of Labor groups have always done their part and will do so again, but we should begin now to buy bonds so that by June 30 each of us will have purchased more bonds than in any previous Bond Drive.

The State Federation would like to suggest that each Central Body and Local Union give a few minutes during every meeting held before July 1, 1945, to discuss the Seventh War Loan Drive and explain why every member should buy more bonds. Have your Steward on the job, and in the factories take an active part by keeping before his fellow workers the necessity of increasing their purchase of bonds. Each bond a worker buys adds to his savings and gives him a greater financial security; builds up his economic strength and at the same time, helps finance the war so that we can have an early Victory and Peace to follow.

Don't listen to rumors that the Seventh Bond Drive is not necessary and that the fighting will soon be over. We hope the fighting will be over in the very near future, but our country needs our dollars now more than ever before to carry out the plan of winning the war and negotiating the peace.

So Let Us Do Our Part NOW!

—INDIANA STATE FEDERATION OF LABOR.

Labor's Memorial Service

On May 30th we celebrate Memorial Day. But—there is a war on. We cannot stop work to join parades or even attend exercises in the cemetery. We have a job to do for our boys who still live and fight—and a pledge to keep to those who by their deaths on foreign soil have kept us safe at home.

We must go on working—that is the real tribute we can and must pay to our fellow workers who have made the supreme sacrifice.

Mindful of this, President Green has issued a call to all State Federations, City Central Bodies and Federal Labor Unions, asking the men and women of organized labor to stay on the job, and, in their places of work to pause but for a brief period for an inter-faith and inter-racial meeting in honor of the dead, not only those of labor, but all those who fought and died for the preservation of human brotherhood.

Through the Labor League for Human Rights, it is suggested that trade unionists, cooperating with management and with veterans' organizations, hold in local plants brief memorial services to be conducted by the clergy of the three great faiths—Protestant, Catholic and Jewish. Brief addresses by a union leader, and a returned veteran should be made and a plaque unveiled or a scroll read containing the names of those who have gone out from the shop never to return.

As President Green said in his message: "Our reaffirmation and devotion to the principles for which those near and dear to us have died is of supreme importance. These principles are best summed up in the four freedoms that represent man's striving for liberty and his desire to live in harmony with his fellow men. In addition, they represent our insistence that men of all races, faiths, and colors shall have a place in the sun."

"True to the principles upon which the American Federation of Labor is founded, I officially call upon all our members to participate in exercises on an inter-faith and inter-racial basis. Through such action we will demonstrate to all classes of people that the spirits of our fallen heroes still live."

"There is one sentence of Dan Tobin's that has stuck in my memory ever since I first heard it: 'The fellow to be pitied in the tax game is the one who has no tax to pay.'"

"Nowhere else in the world are men as free as they are here. Nowhere else are the demands upon the people so light. And—those demands we set ourselves."—Ruth Taylor.

"Why Do I Need a Union?"

By IRVING WEISSER

Why do I need a Union?

Because ABOVE AND BEYOND ALL, it has given me The SELF-RESPECT and DIGNITY of a HUMAN BEING! The value of that feeling is priceless. No longer a "hired hand," a "commodity," a bit of "help," To be dealt with in accordance with the whim of the boss, But something to be reckoned with as a living, vital force That has, at last, come into its own!

Why do I need a Union?

We, the pioneers of Organized Labor, learned the answer, And it has penetrated deep into our consciousness. We, who sneaked through dark streets to union meetings, Because bosses' stooges lurked in the shadows And spied on us.

We, who held meetings, night after night

Following a long, hard day's work,

We who marched on picket lines, in heat and cold,

Who endangered life and limb,

Who endured strikes and lockouts and intimidation,

We KNEW what we were fighting for!

The Union, with all its blessings, was not handed to us

On a silver platter.

We sweated, and struggled, and suffered for it,

And will never surrender it.

Why do I need a Union?

Well,—better pay, better hours, vacations, security—

These are all important—very important.

But even more, is the thrill of knowing

That my voice is added to the mighty Voice of Organized

Labor,

That my hand is clasped in that of a brother worker,

That my interests and his are One,

That united we have a common destiny,

A destiny that we ourselves can shape,

A World that we can make a better one.

Why do I need a Union?

Because I hate poverty and disease.

And exploitation and human suffering.

And "doles" and unemployment and discrimination.

Because only united, strong and determined,

Can we combat reactionary forces at home,

And Fascism, and enslavers of mankind, abroad.

Why do I need a Union?

Because I love liberty and tolerance,

And believe in the right of free men and women,

Of every race, creed or color.

To live in a free society, that they alone have built,

With their sweat and toil,

And to enjoy the fruits of their labor.

To be free from want and fear and oppression and wars,

To rid the world of its periodic plunge into bloodshed,

To create a free, happy world,

The kind of world worth living in!

That is why I need a Union.

Payroll Savings Quota Poster

THIS IS
OUR GOAL
IN THE
7th WAR LOAN

\$

160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10

To save — to live and to hold all we can — War Bonds — there is a good service to ask of us who do not fight yet — it is one of the best things we can do for our fighting men.

FRANKLIN D. ROOSEVELT

LAFAYETTE NEWS BULLETINS FROM LOCAL 543

By S. W. HELTON

Harold Ford, formerly with Hayes Freight Lines, just returned to camp, after spending a few days with his family and friends here. He has completed his training in aviation and expects an assignment to active duty.

We have received WLB decision on our dairy case which has been pending for many months. This case was partly approved and partly denied with back pay to April 1, 1944.

No WLB decision has been received on our Ice Company contract. We are trying to put these boys on a tonnage basis.

Joe "Bud" Cross lost his life March 6, from wounds received at Iwo Jima, according to word received by the family from the War Department. Bud was, for many years, a Teamster member of 543 and always a staunch union man. This makes the second of our members to die of wounds in this war. The other being Otto "Butch" Copas, of Frankfort, who was our vice president at time of leaving. Brother Copas lost his life at Guadalcanal early in the war.

Frank Grenat has been home on furlough from the Atlantic zone where he has been doing transport duty. When returning, he expects to be assigned to the Pacific theater. Frank looks fine and weighs 230 pounds.

We are making special request that any member having news from our brothers in service report same to this office.

Because he has planned to leave the jurisdiction of 543, our president, Fay Meneely, has resigned his office and has been replaced by Harold "Nig" Moser.

"Nig" drives for Hayes, is a fine boy and one of our most union-minded members. Only one person can make "Nig" take water and that is his 18-month-old son "Rowdy."

We regret to lose Fay, but know that he will always be a Teamster.

35,000 Drivers Want Pat Hess Elected to ISFL

(Continued from page 1)

imously endorsed the following officers of the Indiana State Federation of Labor in nomination of officers held March 15 to April 15 for the two-year period beginning January 1, 1946:

"Carl H. Mullen, Hammond, president; John Acker, Lafayette, secretary-treasurer; Mary L. Garner, South Bend, first vice-president; Stanley J. Elliott, Marion, third vice-president; Roy Creasey, Indianapolis, fourth vice-president; John E. O'Donnell, Hammond, fifth vice-president; John Soucie, Evansville, sixth vice-president; Hobert Antterson, Terre Haute, seventh vice-president; John E. Smith, Indianapolis, teller; C. O. Van Horn, Fort Wayne, teller; Mabel L. Lowe, Indianapolis, teller."

"D. B. Evans of Terre Haute and Alton P. Hess of Fort Wayne received sufficient nominations to qualify for the position of Second Vice-president and an election will be held for this position during the month from June 1 to July 1."

UNION DRIVERS PRAISED BY FIRE FIGHTERS

Joe De Young Tells of Help to Department

High praise for union truck drivers for cooperating in the fight against forest fires in Southern Indiana is contained in a statement made to The Indiana Teamster by Joseph De Young, assistant state forester.

"The union teamsters can always be counted on to help in our fight," Mr. De Young said. "They are careful when smoking and never flip their cigarettes out into the grass. They stop to stamp out incipient blazes, or help extinguish bigger ones. They notify authorities when they discover dangerous fires. If everybody who drives over the roads of the forest fire zones would do these things we would have few if any outdoor conflagrations."

"Roadside fires decreased during the 1945 spring season and we are giving due credit to those motorists who were careful with their cigarettes."

The Forester told how the truck drivers congregate daily at entrances to the Morgan-Monroe, Martin and Jackson State Parks to eat and rest.

"Yet there has never been a fire of record started at these entrances."

During the past spring and last fall there were many outdoor fires in Morgan, Monroe, Washington, Brown, Harrison, Bartholomew, Orange, Lawrence and Green Counties.

In these counties principally occurred the fires which destroyed 31,158 acres of timber crops and grassland in 1944. Total damage estimated at \$111,000; more than half of the damage was to timber land, and practically all caused by carelessness.

MADDEN SPONSORS EMPLOYMENT BILL

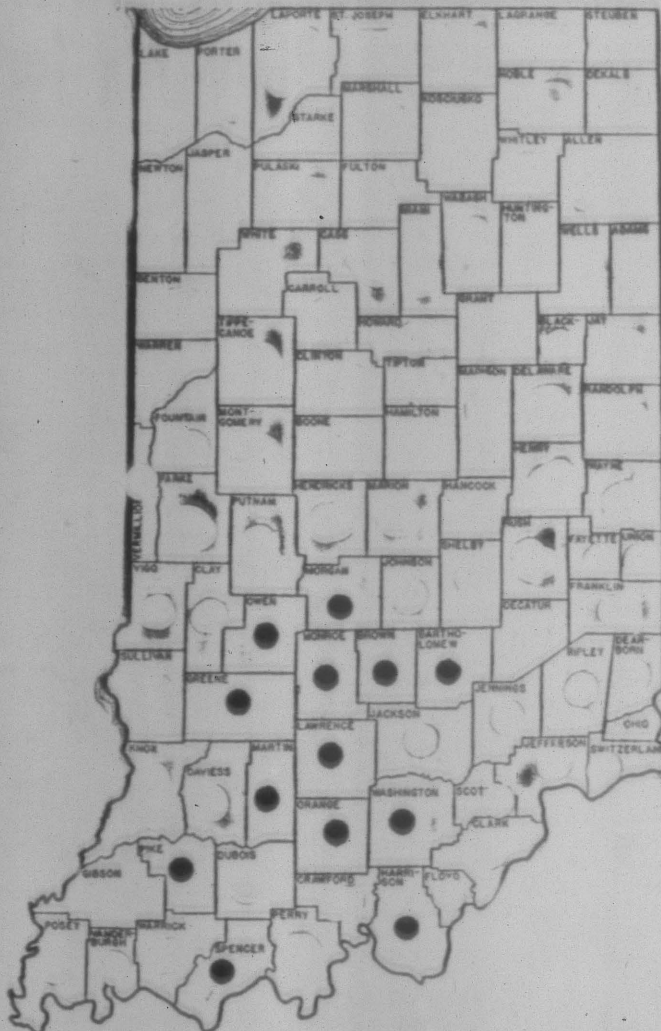
(Continued from page 1)
The jobs to be created are to be on real work, at prevailing wages. The bill frowns on all forms of made work.
The bill was referred to the Senate Banking and Currency Committee, headed by Senator Wagner. That is assurance it will receive a fair hearing and consideration.
Already the proposal has been the subject of heated discussion. Illustrative of the feeling it has aroused was the fact that its introduction touched off a Senate debate.

The chief criticism came from Senator Robert A. Taft (R., Ohio), who contended that the "philosophy" of the bill is "completely at variance with my idea of American free enterprise."

State Parks Planned When War Work Ends

(Continued from page 1)
The plan also calls for annual increase of state forest areas by 20,000 acres, with a final new forest acreage of 500,000 acres in 25 years. Indiana now has an approximate total of 90,000 acres of state forests.
Under the plan, a new quail farm in southern Indiana is recommended, four new waterfowl preserves would be established and a game farm at Upland in central Indiana would be provided.

Indiana's Southern Woodlands



This map shows the counties of Indiana wherein big woodlands and forest preserves are menaced by forest fires every spring and fall. It is while driving through these counties in particular that members of the International Brotherhood of Teamsters watch their cigarettes and in other ways help the State Forestry Department prevent outdoor blazes, according to Mr. De Young.

AF of L Members Killed In War Now Total Almost 20,000

WASHINGTON, D. C.—Almost 20,000 members of the American Federation of Labor have already made the supreme sacrifice in the war, which means that one in every ten American fighters killed in combat has been an AF of L man. And the end is not yet; with undoubtedly thousands of additional casualties to come before final victory over Germany and Japan.

In addition to the death roll of AF of L members, as of the end of March, there were 52,000 members of the Federation wounded, 9,900 missing and 7,000 prisoners.

"To keep faith with these men and with the 1,500,000 other AF of L members wearing Army, Navy, Marine Corps and Coast Guard uniforms, the AF of L is fighting resolutely for a durable peace after victory and for an economy in which there will be jobs for all who want work and need work," the American Federationist says, giving the figures on AF of L war casualties.

16 Flood Projects Seen by Engineers

(Continued from page 1)
levee unit, Island levee unit, Greenfield Bayou levee unit, Raccoon levee unit, Delphi local protection, White levee unit No. 1, White levee unit No. 2, White levee unit No. 7, McGinnis levees unit, Shuffelbarger levee unit, Fletcher and Sunshine Gardens levee unit, Eel levee unit No. 1 and Eel levee unit No. 2.
The five other projects in Illinois, which affect Indiana, are as follows:
Rochester and McCleary's Bluff levee, England Pond levee, Tri-Pond levee unit, Little Wabash levee unit No. 1 and Little Wabash levee unit No. 2.

Detailed information relative to the engineers' report will not be made public prior to the time the recommendations are placed before Congress, the announcement said.

16,500 Disputes Settled by USCS

WASHINGTON, D. C.—The U. S. Conciliation Service settled 16,500 labor-industrial disputes involving more than six million workers, thus preventing many strikes, Assistant Secretary of Labor Dan W. Tracy declared in a radio review of the department's activities during the past fiscal year.

"Bear in mind that the working time saved in this way went into production of war material for all our fighting fronts," he emphasized.

Attacking propaganda about high wartime wages, Mr. Tracy pointed out that the Wage-Hour and Public Contracts Division in the past year found that more than 18 million dollars in back wages was due to more than a half million workers, many of whom had been paid less than the 40-cent-an-hour minimum required by the Fair Labor Standards Act.

Clothing Prices Doubled Since '41

WASHINGTON — Low-income consumers paid 96 per cent more for standard items of clothing in early 1945 than they paid in 1941, says an unpublished report of Office of Civilian Requirements, WPB.

The findings were based on a survey of consumers' actual expenditures for clothing. Increased costs were computed for clothing purchases of families at same income level in 1944 as in 1941.

Families with less than \$20 a week spent 96 per cent more for the 13 items. Families with \$10 to \$39 a week spent 70 per cent more, and those with \$40 to \$59 a week spent 53 per cent more.

Special note to all Teamster locals: If you want representation in the State and National AF of L get busy for Pat Hess!



- Drewry's Diary**
- Apr. 1—An ideal April Fools day.
 - Apr. 2—The trend of going to the country gains as Steve Yuhasz has Charlie and Ellen Richardson as well as Carl and Alice Theede looking at places out in Roseland.
 - Apr. 3—Jimmy Hubbard moved Ernie and Grace Makielski into their apartment, so watch out for a house warming.
 - Apr. 4—One has to see both "Rigor" Jarvie and "Mortie" McEathron for an order these days.
 - Apr. 5—Geo. Irons claims his wife did not knock his teeth out.
 - Apr. 6—You can't keep Bob Nelter away from the show at the new bottle-shop on this day. Where is that check?
 - Apr. 7—Anyone found that bottle-bond for the bottle-shop?
 - Apr. 8—An idle day spent at home for a change.
 - Apr. 9—Louie Goldberg and his morning expression, "Lotsa junk, eh, Steve?"
 - Apr. 10—Why does Jimmy Cenkush get blamed for all the broken windows?
 - Apr. 11—Charlie Haney says his wife lets him sleep in the house every pay-day.
 - Apr. 12—Pearl "Cricket" Eby is on a bona fide leave of absence.
 - Apr. 13—My lucky day!
 - Apr. 14—I think Gordon Weist and Chet LaPierre should get a tin deck and practice. I should quit playing.
 - Apr. 15—This is a sad day for those two guys and a broken billfold for me.
 - Apr. 16—Sure nice to see Joe Benko running the labeling machines again.
 - Apr. 17—The new bottle-shop is coming along fine between the snow and rain squalls.
 - Apr. 18—Gottlieb (Coconuts) Weinman never misses on his trips to the brewery and bottle-shop.
 - Apr. 19—The honor roll now lists 113 members in service around the globe and three gold stars for Frank Keszai, "Tony" Wlodarek and "Bud" Anson.
 - Apr. 20—I wonder where they find a bed big enough for Helen Cizewski's husband who is in a hospital in England?—six feet six inches.
 - Apr. 21—Zeke Niblick claims he should get mileage on that job of his.
 - Apr. 22—I understand that Mike Granat is doing all that is possible on the new contract.
 - Apr. 23—If any of you guys down in the southern part of the state have any spare sunshine, we sure could use it up here.
 - Apr. 24—I wonder when they are going to provide quarters for the overnight guests at this plant?
 - Apr. 25—Good luck to Walt Merkel on his new job in Indianapolis. You can send a paper anytime, Walt.
 - Apr. 26—Joe Voxman sold his junker and purchased a new suit and top coat. For what purpose? He must have a farm as all he talks about is Rosebud and Apple Blossom.
 - Apr. 27—Joe Harringer should keep his Studie away from them semi's as they are no match.
 - Apr. 28—A lot of you guys, including myself, caught hell in a letter to Charlie Bedoe from Carl Butjas, who is in the Pacific, so if you will write I am sure an answer will bounce back.
Carl S. Butjas (Cox)
L.C.I. (L) 1063
Fleet P. O. San Francisco, Calif.
 - Apr. 29—Don't anyone point a shot gun at Kays as you might have to send him \$50 to get back home.
 - Apr. 30—The last day of a very wet month and I mean on the outside.
YOU CAN'T LOSE ON THE MIGHTY 7TH.

UNION TEAMSTER CONVOY SUPPLIES CHINESE ARMY

KUNMING, China.—A truck convoy, largely made up of members of the International Brotherhood of Teamsters, AFL, is now in China after an epic 6,000-mile trip by sea, rail and highway from Persian Gulf ports, the Army announced. The group, which in Persia transported almost half a million tons of Lend-Lease supplies to Russia, is now at work transporting munitions and supplies to the fighting Chinese forces.

These union truckers, most of whom had long experience on the smooth highways in America, some with records of 500,000 miles without an accident, are from almost every state in the union. Their average age is over 30. Several are more than 40.

On the 6,000-mile journey, the men and their equipment traveled by sea from Persia to Calcutta, India, from there to the terminus of the Stilwell Highway at Ledo by rail, and from Ledo down the Stilwell Highway to Kunming, China, under their own truck power.

Every 25th vehicle carried food and every third vehicle carried extra fuel. A full truckload of lubricants was carried by each company. For water supply each unit had a complete water purification plant. Bulldozers for use in emergency were carried by each company. Now and then there was an

empty truck interspersed so that in event of breakdown cargo could be shifted without delay to movement. Two surgeons, five hospital corpsmen, two dentists and their technicians and a chaplain were assigned to the convoy.

The last 1,500 miles of the journey was scouted by Captain P. A. Vandenbosch, Assistant Operations Officer, with a result that several practical steps were taken to insure safety. Dual wheels were attached to trailers to prevent tipping on hairpin turns. This scheme proved an ingenious way of bringing extra wheels, tires and tubes into China without using cargo space.

Several giant pieces of equipment not regularly a part of the Quartermaster unit equipment were brought over as an experiment for the capacity of the Stilwell Road. There was an Air Force C-2 wrecker with 25-foot trailer, a 750-gallon tanker with 600-gallon trailer, and an 18-ton truck with 42-foot trailer. The fact that all the big equipment arrived intact is a tribute to skill of the truckers, the Army stated.



TEAMSTERS VOTE FOR BETTER CONDITIONS

Furniture Haulers Local 193 Ties Up Moving Industry

The furniture haulers of Indianapolis—members of Teamsters Union 193—voted on May 21 to obtain better working conditions. They could no longer tolerate working from early morning to midnight without overtime pay, working with no guaranteed work-week. Their demands included increased pay, but primarily they voted to enforce security and liberalization of their working conditions.

Their decision required a walkout of about 100 members, according to Frank Friel, union secretary-treasurer.

Strike Vote Unanimous

Vote of the union members was unanimously in favor of the walkout. It was polled by a representative of the National Labor Relations Board, at 108 East Washington St., under provisions of the Smith-Connally War Labor Disputes Act.

The walkout started Thursday morning, May 24, and immediately tied up eight transfer companies, pending the outcome of a hearing scheduled to be held five days later by a representative of the War Labor Board.

Within a few hours the strike had spread to all other hauling companies, completely tying up the moving industry in Indianapolis.

The strike vote was taken after Federal conciliation had failed to clear up the dispute, involving a new contract as of April 1.

Conciliation Fails

A series of conferences held with a representative of the associated employers through March failed to develop an agreement, therefore, the union on April 3 sent a strike notice to three Federal agencies—Secretary of Labor, National Labor Relations Board and War Labor Board, specifying the 30-day clause as required. The efforts at conciliation followed, but the companies refused to accede to a single union demand.

Companies involved are the Hogan Transfer and Storage Corp., J. H. Taylor Transfer and Storage Co., Perry O. Rhoades Co., Rosner Transfer and Storage Co., T. E. Mockford Transfer and Storage Co., Bivin Transfer Co., Shank Fireproof Warehouse Co., and the Shellhouse Fireproof Warehouse Co.

According to Frank Friel, the Teamsters seek an increase of 15 cents a hour, two weeks' vacation after five years' service, a guaranteed work week of 44 hours, time and one-half after eight hours' work in any one day, and time and one-half for work on Saturday afternoons.

War News Is Good But

WASHINGTON—With the Germans out and Japs falling back on all fronts, the Army has issued an urgent call for increased war production during the coming months to deliver the knockout blow to Japan.

The War Department announced that it had urged the War Produc-

U. S. EMPLOYMENT OFF ONE MILLION

Civilian employment in the United States last year receded more than a million from the peak of 53,097,000 in 1943, although total employment reached a new record of 63,072,000 as the armed services and civilian government employment continued to expand, according to an examination of recent trends by the National Industrial Conference Board.

Civilian employment in January of this year was about one and one-half million below that of January, 1944, according to the board's preliminary estimate, but there was little change from December in the number of wage earners in the munitions industries.

Most Industries Lose

Significant declines were found for 1944 in all major industrial job groups except transportation, where there was an increase of almost half a million. Manufacturing lost 759,000 workers from the average of 1943, while other declines were: agriculture, 234,000; forestry and fishing, 15,000; mineral extraction, 60,000; construction, 412,000; and public utilities, 54,000. The total industrial decline from 1943 to 1944 was 826,000.

Employment in mining was the lowest in this century, and there were fewer workers in agriculture than in any year since 1901.

Transportation Booms

Transportation engaged 2,934,000 workers, the largest number on record, and there were slight increases in employment in trade, distribution and finance, and in the group of miscellaneous industries and service.

The increase of average total employment by more than a million in 1944 was accounted for largely by a jump of 2,077,000 in the figure for the service industries, a classification which includes the armed forces and government employees.

Government civilian employment includes the federal executive, legislative and judicial services, government corporations and estimated employment of state and local governments, but excludes federal employees outside continental United States, employees of private firms engaged in federal government construction and fourth-class postmasters. The average for 1944 was 5.9 million persons.

Peak government civilian employment of 6.1 million was reached in December, 1944, an increase of 49 per cent from that of December, 1939.

Including the armed forces, government employment in December, 1944, totaled 17.6 million, or 28 per cent of total employment.

Don't Lay Down on Job!

tion Board not only to permit no relaxation in war production controls, but to exert even more vigorous efforts to accelerate the delivery of weapons needed by our forces in the drive to Tokyo.

The point of the War Department's statement is, "Don't lay down on the job."

SGT. VIRGIL FARR



Ernest Crickmore, head of Teamsters Local 233, is proud of his brother-in-law, Sgt. Virgil H. Farr, who has been stationed with the 11th Air Force in China the last 17 months. Sgt. Farr was a member of Teamsters Local 135 and was a dispatcher for Linde Air Products Co. until entering the service two and a half years ago. His mail address is: S/Sgt. Virgil H. Farr, 35143648 1712th Sig. Serv. Bu (Aviation) APO 627, Care Postmaster, New York, N. Y.

FLAT TIRE OWNERS RECEIVE BAD NEWS

J. R. Rimstidt, Indiana District Office of Price Administration tire rationing officer, has announced that the increased quota of tires for Indiana motorists probably will be sufficient to fill less than half the tire applications which were on file May 1.

Motorists in the "B" and "C" ration groups are divided into four classifications and will be given tires on the basis of their essentiality.

Classification No. 1, the first group which will be served, includes such workers as physicians, policemen and firemen. Classification No. 2 includes Red Cross workers, authorized government agents or agents of management or labor designated by the War Manpower Commission to recruit essential workers, construction workers, architects or engineers performing essential construction work and licensed embalmers.

The other two classifications include workers who are less essential.

TIRE CONSERVATION STILL IS IMPORTANT

WASHINGTON.—Pointing out that tire conservation continues of vital importance in hastening the end of the war, John L. Collyer, special director of WPB rubber programs, has requested governors of the 48 states to urge all civilians to "rededicate" themselves to the victory speed limit of 35 miles an hour during the hot summer months. Collyer warned that production of new tires will continue to run behind demand. At the same time he promised that facilities would be made available for essential civilian tire production as rapidly as war needs permit.

"It is a definite fact that there will be no reduction in the over-all production of tires, and certainly there should be no relaxation in the conservation of tires now on the road," Collyer said in his letter to the governors. "Drivers have done a great job in making their tires give millions of extra miles. I appeal to you as governor and through you to the people of your state to do everything you and they can do to extend the life of existing tires."

Shaw, New Job Security Head, Plans Aid for Unemployed

In anticipation of possible mass lay-offs now that V-E day is past history, the Indiana Employment Security Division, under Noble R. Shaw, director, is setting up plans and methods designed to aid employes temporarily jobless when employers are forced to retrench due to a switchover to new products, retooling, or cancellation and change in war contracts.

Mr. Shaw explained that the Indiana Employment Security Law provides that an individual, to be eligible for benefits, must have a certain amount of earnings in insured employment and, at the time of application, be totally or partially unemployed. The claimant must have earned, in covered employment, at least \$250 during the first four of the last five completed calendar quarters immediately preceding the quarter in which his initial claim is filed. This is called the "base period" and \$150 of the total \$250 required must have been earned in the last two quarters of this period.

\$20 Weekly Benefits

Until July 1 the maximum weekly benefit amount is \$18, but after that date the maximum will be raised to \$20 a week. The maximum wage credits allowable in any one quarter is \$450; after July 1 (by changes in the law made by the 1945 General Assembly) this figure will be increased to \$500.

Mr. Shaw said that an individual who remains eligible receives benefits until his total benefit amount is exhausted or until his benefit period (52 weeks) has expired. To remain eligible an individual must be able, available and willing to work. He must register at the claims office each week while receiving benefits and also renew his work registration at the same time. According to Mr. Shaw a claimant must also report all earnings he received during each week for which he signs a waiting period registration or a benefit voucher. A "waiting period week" is the week prior to the first week of a benefit period, and during that time the individual must be unemployed and eligible for benefits.

"However," Mr. Shaw reminded workers, "the law cancels benefit rights if a person leaves work voluntarily to marry or because of marital, parental, filial or other domestic obligations. Benefit rights are cancelled, too, for an indi-

vidual discharged for dishonesty in connection with his work in cases where he admits or is convicted of the offense."

The law also provides that an individual may be disqualified from entering a waiting period or receiving benefits for six weeks and be liable for a deduction of six times his weekly benefit amount from the total benefit amount if he leaves work voluntarily without good cause, is discharged for misconduct in connection with his work or fails to apply for or accept suitable work. "These clauses of the law," said Mr. Shaw, "do not affect any workers except those who commit acts against the public interest."

POLICE CHIEFS WANT ALL BRAKES CHECKED

WASHINGTON.—Bad brakes are a factor in most traffic accidents, a booklet issued by the International Association of Chiefs of Police, in connection with the current nationwide campaign to check brakes, says. The campaign has additional interest for workers by reason of the fact that in 1943 more than half of the 824,000 persons killed and injured in traffic accidents were workers. Records also show that this has had a serious effect on the war effort.

The brake check is also relied upon to reduce the steadily dwindling number of cars in operating condition.

The urgency for effective educational and enforcement efforts in the matter of safe brakes is highlighted by a number of adverse traffic factors, the booklet points out. Chief among these are that the average age of motor vehicles in the United States is almost double the four-and-a-half year average at the outbreak of the war, and that vehicles lost through traffic accidents or carelessness cannot be replaced. In addition, serious reductions in the number of police officers, safety workers, and other key personnel have been brought about by the war. Again, highways have deteriorated from lack of materials and men to make repairs. The object of the nation-wide brake checking program is intended to emphasize the importance of dependable brakes in view of all these facts.

The brake checking program has the full support of organizations throughout the nation. Among them are the American Association of State Highway Officials, the American Association of Motor Vehicle Administrators, the Highway Traffic Advisory Committee to the War Department, the Office of Defense Transportation, the National Safety Council, the American Automobile Association, the Automotive Safety Foundation, the National Conservation Bureau, and the National Committee for Post-war Traffic Safety, composed of 49 national groups.

WE DID NOT LESSEN WASTE PAPER NEED

WASHINGTON, D. C.—Victory in Europe will not lessen the military demand for waste paper; in fact it will increase it, due to the necessity of packaging a staggering amount of supplies required in the Pacific in double and triple waterproof wrapping to withstand the long sea journey and the increased hazards of climate, the WPB Conservation and Salvage Division said in a bulletin to its field service.

